

14 SEPTEMBER 1929.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 113.

PUBLISHED FOR THE PURPOSE OF DISSEMINATING
GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.

OFFICER PERSONNEL

"Proceed" Orders.

It has come to the attention of the Bureau that several officers having orders to "proceed and report" have recently been checked one days pay for the reason that they delayed four full days under authority to proceed and reported on the fifth day.

Article 132, Navy Regulations clearly states that such orders permit an officer to report within four days. Consequently an officer reporting on the fifth day after detachment under such orders has been absent without leave for one day.

When travel is involved under orders of this character actual travel time is of course in addition to the delay authorized by the word "proceed".

Rhodes Scholarship Candidates.

The Chief of Bureau of Navigation approved the recommendation of a Board convened at the Naval Academy to pass upon the requests of midshipmen and recent graduates of the Naval Academy for authority to compete for Rhodes Scholarships. The officers and midshipmen who were thus authorized to submit their applications to state committees of selection are shown below together with the states in which they will compete:

<u>Name</u>	<u>State</u>
Ensign R. E. Van Meter, U.S.N.	Oklahoma
Ensign F. M. Adamson, U.S.N.	South Dakota
Ensign S. C. Anderson, U.S.N.	Iowa
Ensign G. H. Deiter, U.S.N.	Wisconsin
Ensign F. R. Saborg, U.S.N.	Nevada
Ensign Paul Foley, Jr., U.S.N.	South Carolina
Ensign H. J. Hiemenz, U.S.N.	Minnesota
Ensign C. V. Ricketts, U.S.N.	Kansas
Ensign C. E. Weakley, U.S.N.	Missouri
Ensign M. B. Wyatt, U.S.N.	South Carolina
Midshipman P. L. deVos, 1st Class	Arizona
Midshipman W. C. Ennis, "	Michigan
Midshipman F. C. Evans, "	Montana
Midshipman D. W. Gladney, "	Arkansas
Midshipman J. H. Hean, "	Louisiana
Midshipman H. M. Heiser, "	Wyoming

Applications of the above candidates are required to be in the hands of the state committees by October 19th. State committees will make their selections in December.

ENLISTED PERSONNEL

Commendation.

The Chief of Bureau recently addressed a letter of commendation to Matthew Barney Goldfarb, Chief Torpedoman, U.S. Fleet Reserve, as follows:

"1. The Bureau commends you for your recruiting performance as evidenced in the following letter received from the Officer-in-Charge, Navy Recruiting Station, Indianapolis, Indiana;

'Goldfarb reported for duty at the Navy Recruiting Station, Indianapolis, Indiana, on 31 March 1926. By 1 July 1929, Goldfarb had 159 first enlistments to his credit.

From 31 March 1926, to 1 July 1929, on the basis of four recruiting weeks to each month, 156 recruiting weeks have elapsed. This therefore, as of 1 July 1929, gives Goldfarb an average of 1.02 first enlistments for each week since reporting for duty on 31 March 1926.

The Officer-in-Charge feels this to be a very creditable achievement on the part of Goldfarb and takes great pleasure in forwarding this report to the Bureau of Navigation'".

TRAINING

R.O.T.C. Cruise.

As stated in a previous issue of the Bulletin, R.O.T.C. students from the Universities of California and Washington cruised on the West Coast in the U.S.S. Mississippi; those from Yale and Georgia Tech on the New York, and those from Harvard and Northwestern on the Wyoming. The two last named ships visited Bermuda and Havana while on the cruise. The cruise reports which have been received in the Bureau indicate that the cruises were most successful and highly satisfactory from every angle.

Officers in charge of the students on the several ships reported in glowing terms the hearty interest and cooperation of commanding officers, officers and crews. Several letters from students have been received expressing the same thought. This is particularly gratifying to the Bureau for it is felt that such interest leads to a better understanding of the Navy on the part of the students who come from all parts of the country and who will spread their praise of Navy Personnel wherever they go.

Two members of the faculty of each of the institutions of learning to which R.O.T.C. Units are attached were invited by the Bureau to participate in the cruise. Here is what one of them said: "There is an easy smartness on board which could never be the result of rigid discipline alone. It is produced perhaps by the spirit which has grown from a background of rigid discipline through mutual understanding into a real "esprit de corps".

"Your ship is so clean that before I could conscientiously put a pair of white pants in the wash I had to play golf in them ashore. I don't dare go on deck before 7 a.m. lest some well-meaning sailor scrub me down. And if Mr. _____ will take me through his Department I should not hesitate to go in a white tuxedo (if I owned one). I have not heard the padre preach yet but I gather that the Navy's idea of Hell is a fleet of tugs with no paint, no soap and no insecticide. On the _____ there are no moths and rust does not corrupt."

R.O.T.C. Student, Peace Essay Winner.

John A. Reynolds '30, a sophomore at the University of California and a member of the R.O.T.C. Unit, recently returned from a three month's tour of Europe which he was given as a result of winning the first prize for his essay on "Peace". Mr. Reynolds visited Oxford, the Hague and Geneva, while on tour. Reynolds stated that the party of which he was a member was treated with the greatest kindness and consideration and with a great display of genuine hospitality. He said "They are just the same as we are, and I feel sure that the interrelation of our universities and the ever-increasing international agencies will foster a deep and genuine friendship".

Slide Film Projectors Ready.

Slide film projectors are now ready for delivery--price \$35.28 each. Send your check to the Training Division, Bureau of Navigation and get your machine now!

The following slide films are available and will be sent (without request) to all owners of projectors.

1. A New Method of Training Personnel.
2. Naval Uniforms.
3. Naval Customs and Etiquette.
4. Chemical Warfare.
5. How to Aid a Swimmer in Distress.
6. Resuscitation of the Apparently Drowned.
7. The School of the Recruit.
8. The United States Rifle.
9. Watertight Integrity.

These will be available about September 15th:

10. Battleships.
11. Light Cruisers.
12. Painting.

Talking Picture Installations.

The Bureau has recently had several requests from Naval activities ashore and afloat regarding installation of talking picture devices aboard ships and at stations of the Navy.

For the information of all concerned the Bureau desires it to be known that both Engineering and Navigation are now and have been for two years past, actively investigating this subject. At present writing, none of the machines on the market are especially well adapted for Navy use and the present methods of sound recording make the life of the film only about one tenth the life of the silent film. This fact, together with the additional cost of "talkie" film, makes the present price of "talkie" films almost prohibitive to the Navy. New methods of sound recording and new types of sound projectors, better adapted to Navy use are in the process of development and the Bureau's policy is to await further developments while at the same time making experiments and keeping abreast of present developments. Silent films suitable for Navy use are still being produced, but the limited number makes necessary the reduction of the supply of programs to the fleets. To maintain the fleets with sufficient programs for the average exhibit of 28 programs per month, requires the purchase of 30 programs a month and this, at present writing, is impossible unless a lower standard of quality of programs is accepted. The Navy Motion Picture Service will probably, by aid of the foreign market, be able to obtain twenty programs a month during the coming year, necessitating an increase of thirty percent in "reshows" or a reduction in the number of programs exhibited each month by the fleets.

NAVAL RESERVE

Graf Zeppelin at Los Angeles.

The following report submitted by Lt. (j.g.) E. B. Koger, U.S.N. commanding reserve squadron VN13RD11, Long Beach California, is a thriller.

"At 1100 on Saturday 24 August, word was received from the Eleventh Naval District to move all planes, mechanics, and such equipment as was available, and needed, to the Los Angeles Municipal Airport (Mines Field) to assist in receiving the Graf Zeppelin. At 1500 24 August, the Squadron was at the Los Angeles Airport, with tonight up, nine airplanes on the line, and all arrangements made for the planes of the Squadron to fly as a patrol for the Graf. In addition to the Station complement of six planes, the Commander of the U.S. Naval Air Station, San Diego, California loaned the Base two F.U. plane, piloted by WILEY, CAP, USN, and GRETSMAN, CAP, USN. One of these planes was equipped for camera work, and some very fine pictures of the Graf were secured. The ninth plane, a Boeing Air Transport with a Wasp engine was loaned to the Base through the courtesy of the associated Oil Company, of San Francisco and Los Angeles, piloted by Lt. Emory Bronte, AV(S), USNR, and Lt. Jack Dixon, also of the Naval Reserve. Lt. Bronte, it will be recalled, was the Navigator of Ernest Smith's plane which was the first civilian plane ever to make the hop from San Francisco to Honolulu, this hop being made on July 14-15, 1927, only a few days following the flight of Lt.'s Heggenger and Maitland, in the Army Fokker.

Several flights were made Saturday night in the Boeing Transport which is fully equipped for extended night flying. Shortly after 0100 on Sunday morning the Base Commander accompanied by Lieutenant Bronte, picked up the Graf as she came in from the north. The Graf cruised about over southern California until shortly after 0500 when she came back over the field, landed, and was made fast to the temporary mast.

All planes of the Squadron were in the air before the Graf came in to moor, and continued a circular patrol around the Graf until a mooring was made. This was done as a safety precaution, against other planes approaching too close to the Graf. During mooring operations all planes were kept at a distance of approximately one and one half miles from the Base, and no planes were allowed to land or take off from Mines Field. No trouble was experienced and all operations were carried out with precision. Lt. T.G.W. Sattle, USN, from the Navy Department, Washington, D.C., assisted by Lt. Carl Lange, Pilot of the Goodyear airship "Volunteer", were in charge of operations with whom the Base Detachment worked. Further assistance was given by Captain Walter Parkin, Department of Commerce for Aeronautics. The experience gained was invaluable to the entire Squadron, and has given the Base Commander an insight as to what can be accomplished in an emergency. For some of the Squadron it meant sixty hours straight without sleep.

On Tuesday morning 27 August after the departure of the Graf at 0040 the Squadron made preparations for the return journey to the Home Base, which was accomplished by nine a.m. the same day.

The only untoward incident occurred at the time of the take off of the Graf. Instead of the ship being walked out into the center of the mile square field it was approximately 1800 feet from the Eastern boundary of the field which is lined with high voltage power wires 80 feet in the air. The temperature on the ground was some 12 degrees cooler than the air at even a short distance above the ground. With the ship nosed slightly south of east the take off was made, failure of the ship to gain the required momentum and altitude brought the vertical rudder in sharp contact with the ground plowing a veritable furrow for a distance of about 175 feet. Headed straight for the high tension wires it was a question for a few moments of whether it would clear them. All the ballast in the after part of the ship was evidently released, and by what seemed to be almost superhuman navigation the tail of the ship cleared the high tension wires by not more than ten feet. It is appalling to contemplate the results had the ship failed to clear these wires. It is estimated that there was close to fifteen thousand people centered about the point where the ship crossed over the wires and over the highway leading into Los Angeles.

It is believed that the narrow escape of the Graf from certain destruction will accomplish a great deal of good. Steps are being taken immediately in this vicinity for the lowering of same, and the complete removal of the biggest part of the lines and high tension wires that virtually surround many of the Airports. This calls to mind what Will Rogers writes in the Los Angeles Times:

'If an aviator gets lost out here all he has to do is to fly until he reaches a high tension power line. If he follows that he will pretty soon find another power line running at right angles to the one he is following. Chances are a hundred to one that he'll find a whole flock of flying fields right there'."

HYDROGRAPHIC

Cleveland Finds Discrepancies.

The U. S. S. CLEVELAND, while enroute from Corinto, Nicaragua, to Balboa, Canal Zone, during the early part of August, carried out a schedule of soundings which were taken at hourly and half hourly intervals during the run. Soundings were taken with an ordinary type sounding machine fitted with an electric motor. Over part of the track covered by the CLEVELAND on this voyage, soundings reported varied greatly from the depths shown on existing charts; a depth of 4-1/2 fathoms, rocky bottom, being found in latitude 11° 54' N., longitude 86° 56' W., which location is believed to be accurate within a distance of one half mile, and a depth of 8-1/2 fathoms being found in latitude 9° 12' N., longitude 84° 51' West, whereas the chart shows a depth of 268 fathoms nearby. Other soundings varying considerably from the charted depths were obtained.

The Hydrographic Office is issuing a small scale chartlet to be incorporated in Notice to Mariners #37 on which is shown the track of the CLEVELAND over that part of the voyage where the 4-1/2 and 8-1/2 fathom soundings were obtained as well as other soundings recorded over that portion of the track.

Orders are being issued by the Chief of Naval Operations to the U. S. S. NIAGARA at present on survey duty in the Gulf of Panama, Perlas Island area, to examine the areas in which shoal soundings were obtained by the CLEVELAND and to develop fully all shoal areas located.

MISCELLANEOUS

China Service Ribbon.

The Expeditionary Ribbon will be awarded for service in China from March 1, 1925 to a date to be determined later. (Presumably when the 4th Regiment of Marines is withdrawn).

Officers and enlisted men of the U. S. Navy serving with the U. S. Marines ashore during the above mentioned period are eligible to this award.

Officers and men attached to and serving with the Marine Detachment, American Legation, Peking, China, will not be eligible for the Expeditionary Ribbon during the above period.

Thrift.

In the pamphlet entitled "Thrift" issued some time ago by the Bureau, data is given showing the approximate cost of purchasing and maintaining automobiles. The data given therein does not cover the experience which a Lieutenant in the Navy recently had in connection with his car. He purchased the car for \$600.00, obtaining funds on a note which he gave to the bank. He very wisely carried insurance upon the car, but just prior to going to sea duty he permitted the insurance to lapse as he had intended to sell the car within a very short time. Unfortunately, however, his wife drove the car in traffic and struck a workman who spent six weeks in a hospital as a result of the accident.

Failing to come to terms immediately with the injured man he ran afoul of "ambulance chasers" who took his case before one of the state courts. The case was stayed several times due to his absence and when finally tried resulted in the Jury granting the injured man \$600.00 damages. The naval officer paid his lawyer a fee of \$250.00. However, the attorneys for the injured man appealed the case on the grounds that the judgment was inadequate. Thereafter frequent stays of the case were made, but it was finally heard at a time when the naval officer was at sea. It is reported that the injured man likewise was not in court, he being absent in another city engaged in the work of his trade. The defendant's wife was present and was represented by a lawyer whose services cost \$200.00. The judgment of the court was \$2,000.00 against the defendant.

In summary it is readily seen that a naval officer's car has cost \$3,050.00 to date. He still has his note of \$600.00 to pay, has paid \$450.00 attorney's fees, and there is the judgment against him amounting to \$2,000.00. But he has no car. Under this judgment the complainant's lawyers took the defendant's automobile and also a wrist watch. The moral is obvious.

Over Leave and Absence without Leave.

A Naval Officer of high rank who has had much experience in handling naval personnel matters recently made the following comments regarding over leave and absence without leave:

"The causes of unauthorized absence are about the same as they were in 1813. These causes cannot be entirely removed; nevertheless a good division officer is able to reduce the effect. Study "Naval Leadership", 1935, by U.S. Naval Institute. Know why your men overstay; appeal to their pride; institute competition between divisions. Give the divisions having fewest absences, special privileges. Take a personal interest in your men and junior officers.

One day, the fleet anchored in the North River, New York, after a long southern cruise. The men had their suitcases and leave clothes ready; leave papers had been made out and signed. A signal was made; 'Commanding Officers report on board the flagship.' The Commander-in-Chief explained briefly his ideas relative to leave and liberty: 'These ten days in New York City are for liberty only; later, upon going to the Yards, leave will be granted.' Many Commanding Officers took no action other than to publish the foregoing. Two officers took a different view: They, immediately upon returning to their own ships, called "all hands" and briefly explained the situation, stating, 'We all desire to follow the wishes of the Commander-in-Chief, so enjoy your ten days' liberty and you will have your leave from the Yard, two days more than your leave papers now show.' Result - these two ships' companies cooperated with the captains by showing a record of but two overleaves; many of the other crews took leave without authority with resulting punishments by courts-martial."



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OFFICER PERSONNEL

Naval Academy Enrollment.

The Academic term at the Naval Academy opens 27 September 1929 with the largest regiment of midshipmen since 1924, by classes as follows:

First Class	412
Second Class	467
Third Class	516
Fourth Class	613
Total	2008

After the return of the Practice Squadron in August, the midshipmen of the three upper classes, were granted leave from 30 August to ten a.m. 27 September.

Photographs of Officers.

For purposes of historical record and identification the Bureau of Navigation maintains a file of photographs of officers. This collection was originated by a memorandum request to officers by the then Secretary of the Navy on 10 April 1914. In consequence of that request a number of photographs have been received, but the collection is still very far from complete.

The Bureau will be glad to receive, at the convenience of officers, photographs of such officers as have hitherto not submitted them. No obligation to incur the expense of a photograph for this purpose alone is however to be implied by this suggestion.

Such photographs should, if possible, be unmounted and upon the back of the photograph should be plainly written or printed the name, rank, and corps of the officer, and as nearly as possible the date when the photograph was taken. The photograph should be forwarded to the Chief of Bureau of Navigation, Navy Department, carefully secured against breakage, in separate envelope, marked in upper left-hand corner "photograph". Group pictures, for obvious reasons, would not meet the purpose and should not be sent.

ENLISTED PERSONNEL

Early Discharge.

This is the time of year when all Commanding Officers afloat should refresh their minds with regard to that part of the BuNav Manual relating to early discharges for the convenience of the government, where the man signifies his intention to re-enlist immediately, so that re-enlistment leave can be granted to expire prior to the departure of vessels for winter maneuvers. See BuNav Manual Articles D-9107; D-9108; and D-7028 (7) to (10) inclusive.

Men concerned should be fully informed well ahead of time of the benefits of continuous service, and of the opportunity afforded by early discharge of getting their full re-enlistment leave.

Advancement to ship's cook first class.

In the next printed change in the Bureau of Navigation Manual, Article D-5241 (3)(h), qualifications for ship's cooks, will be deleted and it will not be necessary for men to be graduates of the cooks' and bakers' school before becoming eligible for advancement to ship's cook first class.

The policy of the Bureau now is and will be, until further instructions are issued, not to require completion of course of instruction in a cooks' and bakers' school prior to advancement to ship's cook first class.

A number of recommendations for advancement to ship's cook first class have been disapproved for the reason that the men were not graduates of the school. Should the Commanding Officers desire to resubmit recommendations which have been disapproved solely for this reason, the Bureau will reconsider them.

RESERVE

Assignment to Fleet Naval Reserve, Class F-2.

The Bureau receives many requests for assignment to Class F-2, Fleet Naval Reserve, from men who have already been discharged from the regular Navy. Also, in many instances, men who apply for reenlistment in the regular Navy state that they understood that assignment to Class F-2 would hold their rating.

The foregoing would indicate that the Bureau's instructions are not fully carried out and that men are not informed correctly regarding their status in Class F-2, in the following respects:

- (a) Assignment to Class F-2 must be effected prior to discharge from the regular Navy.
- (b) Assignment to Class F-2 does not preserve rating held in the regular Navy for a period longer than three months, except in the cases of men who comply with Bureau of Navigation Circular Letter No. 31-28 (employment in the Merchant Marine Naval Reserve), in which case rating held in the regular Navy is preserved for a period of two years from date of discharge.
- (c) Assignment to Class F-2 preserves continuous service in so far as it affects reenlistment allowance upon reenlistment in the regular Navy, providing man is actually reenlisted prior to discharge from Class F-2.

Inspection Pleases Commandant.

The Commandant Ninth Naval District recently reported that he had had opportunity to inspect the following vessels used in connection with the training of the Naval Reserve in the Ninth Naval District: USS Wilmette, USS Wilmington, USS Dabouque, USS Paducah, USS Hawk, and US Sub-chasers Nos. 432 and 412. The Commandant was pleased with the condition of these vessels and the smartness of their crews, and considered the officers and men of the Naval Reserve as deserving of special credit.

Commendation.

The following extracts are quoted from a letter of commendation addressed by the Chief of the Bureau of Navigation to Ensign Fred S. Ralf, A-V(G), USNR, now serving one years active duty with the Aircraft Squadrons Battle Fleet:

"The Commanding Officer USS Langley reported to the Commander Aircraft Squadrons Battle Fleet that your prompt action at the time of an accident during a carrier deck landing on board the USS Langley undoubtedly resulted in saving the life of C. H. Caudle, Aviation Machinist's Mate, 2nd class, the circumstances in connection with which are set forth as follows:

'Ensign (USNR) F. S. Ralf of VF Squadron One-B in landplane #23 number 1-F-8 on his first landing (and soon after another plane had gone over the side) at or about 1140 made a fast approach along the port side of the deck almost completely outside of the gear. The hook caught the second wire close up to the sheave which broke the wire and caused the plane to crash over the port side. The plane was badly damaged and sank soon afterwards in three hundred and thirty (330) fathoms of water. The pilot was not injured and was picked up by the Langley's life boat.

'In going over the side the plane struck C. H. Caudle, AMM2c, USS Langley, and crushed him between the wing and the deck and knocked him over the side. He suffered a severe scalp laceration, a fractured rib and lung injury.

'The broken wire lashed across the deck and knocked A. P. Ferguson, Sea2c of VS-2B over the starboard side. Both men were rescued by the Langley's life boat.'

"The Commanding Officer stated that although you yourself were badly shocked and dazed by the crash, that you immediately extricated yourself from the plane and your parachute and seized Caudle who was severely injured, had fallen on top of the wreckage and was struggling in the water, and that you swam with him to a ring life buoy several yards distant.

"Your presence of mind and prompt action saved the life of this man and the Bureau is pleased to commend you for this brave act which is in accord with the best traditions of the Naval Reserve."

DISCIPLINE

Punishments.

An officer in high command recently told the Secretary of the Navy:

"Standards of punishments are desirable provided they are not too rigid or have such narrow limits as will make of Commanding Officers mere figureheads."

"Improvement of Naval discipline can be brought about:

(a) By Indoctrination actively and persistently practiced, particularly with recruits.

(b) By giving to Commanding Officers more latitude in the matter of punishments. Extend this latitude to include the scope now given Deck Courts.

Such an extension would make it more incumbent upon commanding officers to investigate thoroughly each case before awarding punishment or before ordering the offender to trial by summary court martial or recommending him for trial by general court martial.

(c) By making limited revision of naval court and board procedure.

Eliminate slavish adherence to form and abolish technicalities which in so many instances serve to thwart rather than aid in the administration of naval justice.

Provide measures which will enable courts to proceed directly in developing cases and in determining the gravamen of offenses. In other words provide measures which will be simple and straight forward and not circuitous and complex in bringing out the pertinent facts in cases under consideration.

OBSERVATORY

Aviation Ephemeris.

The Naval Observatory has completed the distribution of the new Lunar Ephemeris for Aviators, which is designed for use with the Nautical Almanac to facilitate and expedite daylight fixes by means of crossing sun and moon lines of position. The issue of the Lunar Ephemeris will be continued, if reports as to its usefulness both to aviators and surface navigators prove favorable.

New Telescope for Signal Bridge.

With a view to reducing somewhat the congestion on signal bridges and to provide for greater facility in handling, experiments are being conducted aboard the NEW MEXICO with a prismatic ship's telescope that is much lighter than the present type of forty-power telescopes and yet has ample field and especially clear definition.

Captain Eichelberger (Math.), U.S.N. Retires.

Mr. James Robertson has succeeded Captain W. S. Eichelberger (Math.), U.S.Navy, as Director of the American Ephemeris, as of 18 September, 1929, upon the latter's retirement for age. Mr. Robertson has been a member of the scientific staff of the Nautical Almanac Office since 1891, when he joined it as an honor graduate from the University of Michigan, and as a choice of Professor Simon Newcomb, the then Director. The Observatory is fortunate in having as Director of the American Ephemeris at this time a mathematician and astronomer brought up in the Newcomb tradition, because certain of Newcomb's important work must be repeated in the current epoch to provide values to accord with the results of observations made in the last thirty to fifty years.

Zeiss Binoculars Purchased.

A contract has been awarded for four hundred 7 x 50 binoculars. The Zeiss Glass was selected as a result of a thorough competitive test of samples submitted by five different bidders, tests being made by the Optical Shop, Navy Yard, Washington, D. C., by the Bureau of Standards, and by the Naval Observatory. Delivery of these binoculars is expected in October.

Hoey Position Plotter.

A quantity of a new type of navigational instrument, known as the "Hoey Position Plotter", has been purchased. It is intended to make this plotter available as a title "C" article for all classes of seagoing vessels.

The plotter is an extremely simple and ingenious device which can be used for any kind of chart work. It consists of a semi-circular disc of transparent material on the outer edge of which are accurately marked the northern and southern half of a compass rose. A celluloid arm with straight edge is accurately centered on the disc and fitted with a clamping device. The important feature of the plotter is the grid of horizontal and vertical lines marked on the underside of the transparent disc by means of which the instrument is oriented on the chart. This is done by placing any one of the vertical lines on a meridian or any one of the horizontal lines on a parallel of latitude when true courses or bearings can be read or ruled from the graduated arc.

It is expected that the Hoey Position Plotter will displace the parallel ruler for Mercator chart work. It can be used for:

- (a) Laying courses or bearings on a chart.
- (b) Plotting lines of position.
- (c) Transferring lines from one part of a chart to another part.

The advantage of the Position Plotter is that all work on the chart is done on the part of the chart where the line is desired without making any transferences across the chart. The compass rose given on the chart is not used at all, as the plotter gives all the information required.

HYDROGRAPHIC

Falcon Island Grows.

The Hydrographic Office frequently receives requests for information concerning various phenomena observed at sea, the existence or non-existence of islands or shoals, and other kindred subjects which at times may be of general interest to the Service. For example, a letter was received recently in this office requesting information regarding Falcon Island. A brief summary of the reply is given below:

"Falcon Island is a small volcanic island in the Pacific Ocean, approximate position Lat. 20° 18' 41" S., Long. 175° 25' 00" W.

1865 - First seen as breaking reef by British Naval Vessel FALCON.

1877 - Smoke seen issuing from sea.

1885 - October; appeared as an island.

1898 - July; reported disappeared and place occupied by shoal.

1900 - April; portion of shoal showed 9 feet above water.

1913 - Reported to have disappeared.

1927 - 7 October; reported as an island 1730 yards long, 1430 yards wide, and 305 feet high. Volcano in eruption.

1928 - 17 March; Captain Gunderson of the Panaman motorship BEULAH described it as being about two miles long, one mile wide, and 600 feet high, the volcano being in heavy eruption."

MISCELLANEOUS

Battle Fleet Rifle Match.

The following extracts of a report submitted by the Commander-in-Chief Battle Fleet are quoted for the information of the service at large.

"The team of the Battle Fleet shot the team of the Olympic Club for the Olympic Club's Perpetual Military Rifle Trophy on 23 June, 1929 at Fort Barry Rifle Range. The teams were composed of six members each. Lieutenant W. I. Leahy, U.S.N., U.S.S. WEST VIRGINIA was in charge of the Navy team and Dr. John D. Millikin, Shooting Commissioner in charge of the Olympic Club Team. The total scores Olympic Club 1949 and Navy 1931 of a possible 2100. This is an excellent showing in view of the fact that the most expert of the rifle shots were absent and in training for the National Matches.

"The Olympian for July, the official organ of the Olympic Club made a detailed report of the match and in conclusion said: "In the splendid control of this match under the leadership of Lieutenant W. I. Leahy, we civilians have again been brought into a shoulder-to-shoulder contest with riflemen from the nation's first line of defense. While these annual contacts have been active agents in the promotion of organized rifle practice, the most cordial relations have become firmly fixed thereby. It is in the very nature of such occasions to furnish unusual opportunity to observe the other fellow's habits and reflect upon those factors which stir us to emulation. Accordingly, we have nourished a very warm appreciation of the manhood of our Navy and of those constructive measures which allow its personnel to engage with equal ease in either recreational or disciplinary functions always accompanied by the quiet, smooth, forceful and highly coordinated action so prominently identified with the naval establishment."

"It has been customary for some years for a selected Battle Fleet rifle team to engage in several matches each year while the Battleship Divisions are at San Francisco, enroute to and from the Puget Sound area. The summer match is with the Olympic Club Rifle Team and the fall match with the California Rifle and Pistol Association. The National Guard Team frequently participates in the latter match."

Surrender of Government Life Insurance.

It has been brought to the attention of the Bureau that some officers and enlisted men are applying for the cash surrender values of their Government Life Insurance policies. The right of any policyholder to do what he pleases with his insurance is not questioned, but the use of insurance cash for other purposes frequently results to the detriment of the policyholder and his beneficiary. In this connection the Bureau desires to call the attention of the Service to the following.

An insurance contract cannot be given them more advantageous than that offered by the Government. The Government pays all costs of administration, and no additional premium is charged for the total permanent disability benefits, which feature is not limited as to the age when total permanent disability may occur, so that it can be readily seen that Government Insurance is issued at actually less than cost. There is no legal reserve level premium participating insurance, providing equal benefits with an equal guarantee of safety, offered at a premium rate as low as the Government rate.

Government insurance has been variously described by high officials of well-known insurance companies as "The World's safest Insurance"--"One of the wisest and kindest provisions"****"at a lower rate than could be offered by any life insurance company in America", while the Executive Committee of the Association of Life Insurance Presidents several years ago adopted a resolution declaring it to be their opinion "that it is to the advantage of every soldier and sailor to continue to keep in force such insurance as he may have effected".

It is suggested that the text of this item be posted on the Bulletin Board or otherwise conveyed to holders of government life insurance policies.

Insurance for World War Midshipmen.

In extension of the recent note in the Bulletin as to government insurance for officers who served as midshipmen in the World War period the following letter from the Veterans' Bureau is quoted:

"The United States Veterans' Bureau is in receipt of applications for Government Life Insurance under the provisions of Section 310 of the World War Veterans' Act submitted by officers who are now in the active naval service.

"It appears that these applicants were on active duty as Midshipmen at Annapolis at some time during the period of the World War, that while on such duty they participated in a practice cruise on one of the ships of the United States Navy, and that upon their graduation they were commissioned and entered into the active naval service and then became eligible to apply for Government Life Insurance, and in some cases did in fact apply for such insurance.

"It has been determined by this Bureau that a Midshipman who participated in a practice cruise within the period of the World War, and who subsequently entered the active service, is eligible to apply for United States Government Life Insurance as provided by Section 310 of the World War Veterans' Act as amended May 29, 1928, provided he complies with the other requirements of the Section.

"Since there are many officers and enlisted men now in the active service who are eligible to apply for this valuable insurance protection, it is desired to briefly state the provisions of the Section as follows:

"The United States will grant insurance against death or total permanent disability to any person who is now in good health and who served in the military or naval forces in the course of the World War, and who applied for or was eligible to apply for Government insurance; provided, that, no person may carry more than \$10,000 of Government insurance at one time, and further that the amount of insurance applied for under this provision plus any amount of insurance previously carried and surrendered for cash shall not exceed \$10,000. (Underscoring supplied)

"It is requested that the ruling with reference to the officers who were Midshipmen at Annapolis during the period of the World War, and the statement of the provisions of Section 310 of the World War Veterans' Act, 1924, as amended, be given publicity throughout the Navy for the purpose of informing those who are eligible of their privilege to apply for United States Government Life Insurance."

Travel Claims - Officers and Enlisted Men.

An average of 150 travel claims are being received each week from officers and enlisted men by the Bureau of Navigation. The large number is due to increased travel by automobile when a change of station is involved.

There are several points which it is advisable for the officers and men to bear in mind before purchasing transportation from their own funds and submitting claims. By doing so they will save reductions in their claims, avoid correspondence and secure more prompt settlement.

It is important to know that there are two laws covering this travel. A law was approved 18 May 1920 which provided for the furnishing of transportation to dependents when a permanent change of station was involved. On 10 June 1922 a law was approved which provided for the payment in money of amounts equal to such commercial transportation costs when such travel shall have been completed.

An officer was ordered from the west to the East Coast. He secured transportation for his dependents from the West Coast to Detroit where he purchased an automobile and proceeded to his new station. After reporting he submitted claim covering the travel from Detroit. The claim was not allowed on the ground that he could not "commingle" the two laws. Transportation for the dependents should have been secured through from the old to the new station from the government, or should have been arranged for through at his own expense when claim would have been allowed.

A number of claims are received covering travel for part of a journey with the information that stop-over was made and the government orders furnished the dependents for the remainder of the journey were lost or mislaid. Dependents should be advised to observe as much care in handling the government requests for tickets as they would in handling money as it is a question whether they will be reimbursed for the transportation purchased from their own funds.

Many claims do not show the dates between which the travel of dependents was performed, which involves correspondence and delay.

Claims are also received covering travel of dependent children which do not contain the certificate of dependence which is now required. This certificate reads: I, John Doe, certify that Mary Doe and John Doe Jr., are my legitimate children, are members of my household, are dependent in fact upon me for their support and that I maintain and support the children from my own resources.
(signed) John Doe, Lieutenant, U.S.N.

Claims are received covering travel of dependents by commercial carrier with no explanation why government requests were not secured, which is required by the Navy Regulations. This involves correspondence and delay.

Claims are received from enlisted men, with no receipts attached, covering expenditures from personal funds on account of unavoidable delays. In the absence of receipts such claims can not be paid.

There are other details covering the proper submission of claims which are covered in the Navy Regulations, the Bureau of Navigation Manual and circular letters.

All instructions previously issued by the Bureau of Navigation and the Bureau of Supplies and Accounts are now combined in a new publication - U.S. NAVY TRAVEL INSTRUCTIONS - which is being printed and which will be placed in effect not later than the first of January. Combining the instructions will assist the personnel and, it is hoped, enable the Bureau of Navigation to make more prompt settlement of claims.